



Bob Riley
GOVERNOR

**ALABAMA
DEPARTMENT OF TRANSPORTATION**

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36110
PHONE (334) 242-6820
FAX (334) 353-6540



Joe McInnes
TRANSPORTATION DIRECTOR

January 3, 2011

The Honorable Barbara Young, Mayor
City of Alexander City
Post Office Box 522
Alexander City, Alabama 35011

**Subject: Annual Inspection Report
Alexander City Municipal
(Thomas C. Russell Field) Airport**

Dear Mayor Young:

An inspection of the Alexander City Municipal (Thomas C. Russell Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on December 28, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is being issued with no restrictions. However, there were some items noted that relate to the maintenance of the airport and should be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,



John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Patrick R. Sisemore, P.E., Garver Engineers

ANNUAL INSPECTION REPORT

DECEMBER 28, 2010



ALEXANDER CITY MUNICIPAL
(THOMAS C. RUSSELL FIELD) AIRPORT
ALEXANDER CITY, ALABAMA

**Annual Inspection Report
Alexander City (Thomas C. Russell Fld.) Municipal Airport
Alexander City, Alabama**

December 28, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Alexander City Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on December 28, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) dated March 2005.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on December 28, 2010 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ There are street lights located 180 feet from the Runway 18 threshold that constitute close-in obstructions.
- ➔ There are power poles that violate the required 20:1 approach slope to Runway 18.
- ➔ Several trees have been removed from the Approach/Departure Path of Runway 18 since the last inspection of December 2009.

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- ➔ Runway 18 is displaced 619 feet to provide an obstruction-free 20:1 approach to the runway end.
- ➔ Runway 36 is unobstructed and meets licensing requirements.

Photo 1



Approach to Runway 18 from runway end.

Photo 2



Approach to Runway 36

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Photo 3



Approach to Runway 18 from displaced threshold

2. Primary Surface
Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The primary surface was inspected and found to meet state licensing requirements.

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3. Runway Safety Area
Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The State requirement for no elevation change greater than 200 feet from the runway end is violated by a drop in terrain 83 feet from the runway end of Runway 18. The runway threshold of Runway 18 is displaced 619 feet to meet the licensing requirement.
- ➔ The Safety Area of Runway 36 adjacent to the runway end meets licensing requirements.

4. Airport Markings
Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- ➔ The airport markings were in GOOD condition.

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Photo 4



Threshold markings of Runway 18

Photo 5



Threshold markings of Runway 36

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5. Wind Direction Indicator
Administrative Code 450-9-1-.12(5)

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- ➔ The wind direction indicator was inspected and found operational.

Photo 6



Windsock assembly

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6. Airport Lighting
Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The airport lighting system was inspected and found to meet licensing requirements.

7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- ➔ The overall condition of the airport pavement surfaces was found to be in excellent condition due to the recent completed paving project. However; there are areas of the ramp that are experiencing alligator cracking and severe raveling. There is also an area of rutting on the east side of the parallel taxiway which has loose chunks of asphalt.

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Photo 7



Parking ramp

Photo 8



Parallel taxiway

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Photo 9



Loose asphalt chunks along rutted area

Maintenance Required

- The areas affected by cracking may require reconstruction, and improvements in drainage may also be required. Rutting may be caused by base or subgrade consolidation. Base or subgrade improvement may be necessary if rutting is related to poor base or subgrade conditions along with milling of the old surface and reconstruction of the pavement before resurfacing.

8. Fueling Area Requirements
Administrative Code 450-9-1-.12(8)

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.

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- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 10



Fueling Area

9. Prohibited Activities **Administrative Code 450-9-1-.16**

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of

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a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

➔ No prohibited activities were observed during the inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

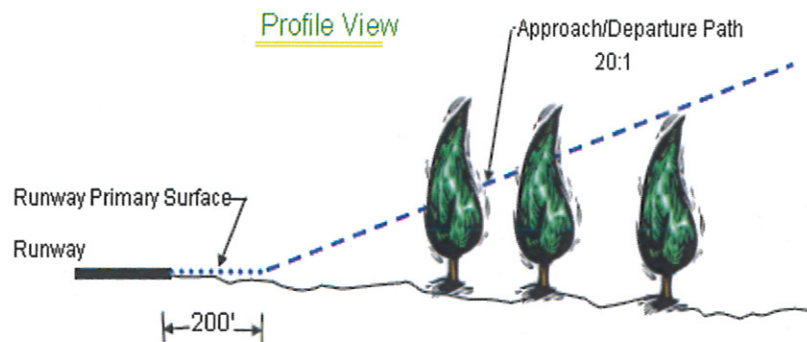
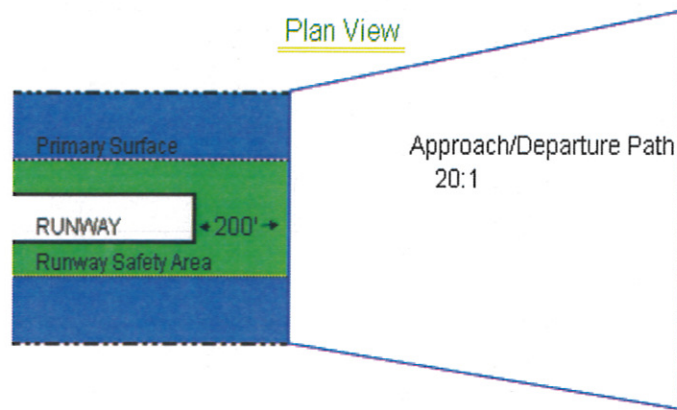
Inspection Area	Violation/Maintenance	Corrective Action
Approach Departure Paths	Maintenance	Remove obstructions to FAA RPZ RWY 18
Runway, Taxiway, & Apron Conditions	Maintenance	Address pavement issues in affected areas

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1